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SUPPLEMENT TO
REPORT NO.

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1. The existing northern section of the Berlin Outer Freight Ring proved to be inadequate for an ever increasing traffic load. Therefore, the Soviet Zone railroad administration made plans for the construction, within the shortest possible time, of an improved line leading from Karow to Hohenneuendorf, a stretch 16 km long. The embankment required is being built for two tracks but only one track is being laid at present. (1)
2. The project is scheduled to be completed within two months. A total of 155,000 cubic meters of earth will have to be excavated, and 525,000 cubic meters will be used for the embankments. Nine bridges and 23 culverts will have to be built which will require a total of 15,000 cubic meters of concrete and 950 tons of steel. Eighteen km of rails, 10 switch units in addition to 50,000 tons of ballast are required. The rails, which are to be dismantled at the Nordbahnhof, will be delivered by 12 June. (2)
3. Construction Office No 4 of the Berlin regional railroad headquarters is responsible for the execution of the project. The Weren, Naumburg, Gottlieb, Brandenburg and Berlin Penunion firms in addition to the private firms of Gallenbach in Erfurt, Stayer in Leipzig, Schumann in Bentzen, and Koeckert in Dessau have been given contracts in connection with this project, which has been subdivided into the following five sections:
Section 1 at Karow covering the distance from kilometer marker 0.0 to 0.35;
Section 2 at R 109 covering the distance from kilometer marker 0.35 to 4.9;
Section 3 at Heidekrauthahn covering the distance from kilometer marker 4.9 to 8.1;
Section 4 at Bergfelde covering the distance from kilometer marker 8.1 to 10.3;
Section 5 at Birkenwerder covering the distance from kilometer marker 10.3 to 15.4
4. Work on Section 1 requires the widening of the old north curve by 4.5 meters and raising of the Berlin-Berchau line by 2.5 meters so that an underpass can be built for the Nordring. Earth works are to be started on 10 June and the track is to be completed by 28 July 1952. The bridge construction work

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required in this section is also to be completed by this date. Work on Section 2 requires the construction of an embankment, a bridge over the Panke River, an overpass over National Highway No 109, and 10 culverts. Earth works are to be completed by 18 July, track laying by 30 July, bridge construction work by 20 July, and culverts by 30 June 1952.

Work on Section 3 requires the construction of an embankment in addition to excavation work, the construction of a tunnel passage, a railroad overpass over the Heidokraut railroad line which is a single track, branch line of the Berlin-Basdorf line, and 10 culverts. The completion date for moving of earth has been fixed on 10 July, for track construction work on 28 July, for the overpass over the Heidokraut railroad line on 20 July, for the tunnel passage on 10 July, and culverts on 15 June 1952.

Work on Section 4 requires the construction of an embankment besides excavation work, and the construction of two overpasses and three culverts. The completion date for earth works has been fixed on 28 July, for track construction work on 28 July, and for bridge construction work on 25 July.

Work on Section 5 requires the construction of a cut 2.2 km long, an overpass in Bergfelde, and a foot bridge. The completion date for earth works has been fixed on 18 July, for track construction work on 28 July, and bridge construction work on 25 July.

By 5 June, the course of the new line had been surveyed. The various Bauunion firms had taken over their assigned construction sites, and construction sites at Birkenswerder, Muehlenbeck and Karow were being provided with lighting facilities. (3) Only 200 meters of rails instead of the promised 10,000 meters had arrived.

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[] Comments.

- (1) Information on the Nordring Berlin project, which is a potential threat against West Berlin, was transmitted previously. [] Karow = N 53/2 96; Hohenneuendorf = N 53/2 76. The single track northern section of the Berlin Outer Freight Ring was completed in 1950.
- (2) After the North railroad station, formerly Stettiner Bahnhof, was closed on 18 May 1952, the extensive trackage of this installation was to be dismantled.

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- (3) In order to be able to complete the construction projects within the fixed period of two months, night shifts will have to be worked, particularly on the bridge structures. This requires the installation of lighting facilities at construction sites.

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